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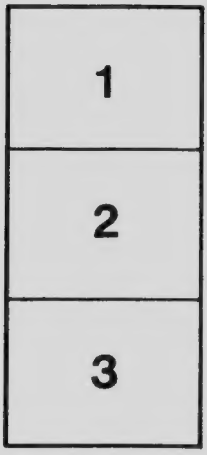

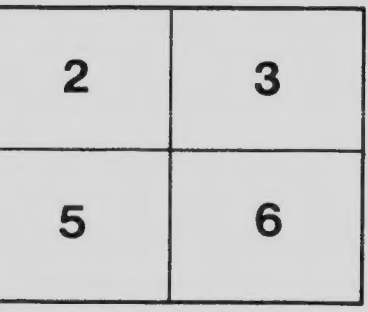

ADDRESS OF THE PREMIER OF NOVA SCOTIA TO THE ELECTORS OF THE PROVINCE.

To the Electors of Nova Scotia:

Gentlemen,—

The House of Assembly having been dissolved, it is now necessary for the electors of the Province to choose members to represent them for another term. The time therefore is fitting for a review of Provincial affairs. I invite my fellow-countrymen to study carefully the political events of recent years in this Province, and I have the strongest confidence that the record of the present administration will commend itself to the intelligent judgment of the people.

PROVINCIAL SUBSIDIES.

This question, which has from time to time engaged the attention of the various Provincial Governments, demands consideration. The provision made at the time of Confederation for the support of Provincial Governments may have then been sufficient, but experience has shown that it did not take into account the future needs of various sections of the Dominion. It is difficult to show satisfactory reasons for the limitations which were placed upon the allowances to the Provinces. It cannot be questioned that as the population of the respective Provinces increases and larger public expenditures become necessary, there should have been provision for a proportionate increase in the Federal allowances in aid of Provincial Government. The reasonableness of this view has been strongly impressed upon us, and representations have been made from time to time to the Federal authorities with a view to obtaining their co-operation in the seeking of such an amendment to the British North America Act as would make a fairer allowance to the Provinces. In common with the Governments of sister Provinces, we have recently urged this matter upon the consideration of the Government at Ottawa, and we have been informed that for the purpose of careful consideration of this and any other matters that may arise between the Dominion and the Provinces, a Conference of the Dominion and Provincial Ministers will be summoned to meet at an early day. While we have been able owing to the great success of our mining policy to make generous allowances to most of our public services, there are fields of useful work into which we might enter if our

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revenues would permit us to do so. I entertain the strongest hope that the result of that Conference will be to bring about a more satisfactory settlement of the financial and other questions between the Dominion and Provinces, and that as a result we shall be able to carry out on a still larger scale the progressive policy which we believe the Province requires. A strong expression of public opinion as to the justice of the claims of the Province in the re-adjustment of the Provincial subsidies will strengthen the Government in the position it is taking on this important question.

RAILWAYS.

The providing of satisfactory railway facilities is recognized everywhere as one of the most important factors in the development of a country's resources. The people of Nova Scotia have always had a keen appreciation of the value of railways, and they viewed with much regret the limited success which, for many years, attended the efforts of both Dominion and Local Governments to supply adequate railway facilities for the Province.

Apart from the Intercolonial Railway, which served a portion of eastern Nova Scotia, and the Dominion Atlantic Railway, which served a portion of the western section, railway projects in the Province made but little progress until a comparatively recent period. Some years ago, the Intercolonial was extended eastward into Cape Breton, and the Dominion Atlantic system, previously called the Windsor and Annapolis, was extended westward to Yarmouth. These extensions materially increased our railway facilities. But even then a large part of Nova Scotia was still without railway accommodation. Dominion and Local Governments offered subsidies for various schemes. Companies attempted to finance proposed roads, but rarely with success. Up to less than ten years ago the Province was much behind the times in railway accommodation. In those sections of the country which were without such means of communication the people were discouraged and too many of our young men felt impelled to go abroad. I am glad that I am now able to point to a better position of affairs, which, I may justly claim, is the result of the Liberal policy, both in Dominion and Provincial matters. By the co-operation of the Dominion and Local Governments a larger measure of aid has been offered and, with this help, companies have been enabled to undertake successfully enterprises which had previously failed.

Notable among the new enterprises which have been brought into life by this policy is the system of the Halifax and South Western Railway Company. This new road has been in operation for nine months between Halifax and Liverpool, affording a valuable and much appreciated means of communication for Halifax, Lunenburg and Queens Counties. The railway is now under construction, and in a very advanced state from Liverpool to Barrington Passage, where it meets a railway to Yarmouth, which has been consolidated with the system. The Nova Scotia Central Road has been amalgamated with the line already mentioned and has been

extended from Middleton to Victoria Beach. The work on the uncompleted sections is being pushed forward most vigorously and it is confidently believed that before the close of the present year the whole system from Halifax to Yarmouth, and from Lunenburg to the Bay of Fundy, will be finished and in satisfactory operation.

While this great system has been constructed west of Halifax, other sections of the Province have not been overlooked. The Inverness and Richmond Road, the Midland Line, now forming part of the Dominion Atlantic, and the Cape Breton Railway to St. Peter's, attest the success of the Government's railway policy in the sections through which these roads run.

The Government has desired to see similar facilities extended to the portion of country lying eastward from the City of Halifax and extending to the Strait of Canso. A project which gave promise of supplying the needs of that large section was unfortunately unsuccessful, owing to the death of two gentlemen very prominently connected with it. I am glad to be able to say that the work has now been taken up by a new company, at the head of which stand Sir Montagu Allan and the Acadia Coal Company, which has so long carried on successful operations in Pictou County. Negotiations are now in progress which, I am confident, will assure the early construction of the railway from Dartmouth through Eastern Halifax and Guysborough County to the Town of Guysborough and also from a point on the Intercolonial, at or near New Glasgow, to the port of Country Harbor.

During the last five years we have been securing the construction of railways in Nova Scotia at the rate of eighty miles per year and at the end of this year we will have in operation in this province 617 miles of railway, exclusive of the Intercolonial and Dominion Atlantic Railways, and with the completion of the Halifax and Eastern Railway, nearly 200 miles will be added. This is surely the best evidence that can be offered of the enterprising and progressive policy of the Government. I firmly believe that it is such a policy as fairly entitles this Government to a renewed expression of confidence from the people of Nova Scotia.

MINING LEGISLATION.

In the sphere of mining operations the Government is able to point with pride to the success which has attended its policy. The Province continues to reap great advantages from the mining legislation introduced some years ago by the Liberal Government, under which a number of coal mines of Nova Scotia were consolidated under new and progressive management. The advantages which the Province has derived from that legislation are now so apparent as to be universally recognized. It is well, however, to remind the public that legislation was only placed on the statute book after a struggle. The opponents of the Government en-

deavored to alarm the country with cries as to the great injury which was about to be brought upon Nova Scotia, and upon the mining industry particularly, if such legislation were adopted. Not only was the measure strongly opposed in our Legislature, but its opponents carried their opposition to Ottawa and appealed to the Governor-General to disallow the Act. It is safe to say now that no other legislation touching industrial enterprises ever passed in this Province was more productive of benefits to the county at large than the legislation to which I have referred. Instead of the deserted villages predicted by our opponents, we have prosperous cities and towns; instead of a decreased number of workmen, we have a largely increased number of happy and contented men; instead of a decreased output, we have an output increasing by leaps and bounds. We have splendidly equipped mines, the equal of any in the world. We have well constructed railways, modern shipping piers, superior lines of coal transports, and excellent discharging facilities at the points of consumption. We have well equipped and adequate rolling stock. We have that which is perhaps best of all, a new winter port for the shipping of coal all the year around, and a constantly employed population. Not only was the section of country in which the mines are situated benefitted greatly by the increase of trade and commerce brought about by this legislation, but the whole Province profited in a marked degree through the increased mining revenue which enabled the government to deal with education, railways, bridges, roads, and the various other services of the Province, with a liberality that would not have been possible under other conditions. The splendid development that has taken place in Nova Scotia under the influence of that measure remains as a monument to the wisdom and courage of the Government which introduced and carried through the legislation.

AGRICULTURE.

Mindful of the fact that the farmers form the great majority of our people it has been the constant care of the Government to give all possible encouragement to agriculture. The erection of the new Agricultural College building at Truro, the importation of stock, the traveling dairy schools, the increased number of agricultural and horticultural organizations,—all these are evidences that the interests of our farmers have been well considered and the claims of the science of agriculture fully recognized.

A few years ago I made the statement that I hoped that we would have an Agricultural College in this Province which would be a matter of just pride. I feel that I can now properly claim that these hopes have been fully realized. Our new Agricultural College has begun a career which will mean more for agriculture in Nova Scotia than the most sanguine have ever anticipated.

The Regular and Special Courses at the College have achieved a great measure of popularity and have been largely attended. In the teaching of dairying we have adopted the modern method of

using the Traveling Dairy School system, by which every county in the Province has been reached, and some of them a second time. The Dairy School instructors have held in each year nearly 400 meetings, have addressed nearly 16,000 farmers' wives and daughters, the average attendance at each meeting being about 40. This instruction in up-to-date methods means a better article produced and greater profits for those employed. Added to this, a number of creameries have been liberally bonused.

Experimental orchards have been set out in every county of the Province outside of the fruit belt, to see to what extent fruit could be raised in other counties. Twenty-eight of these orchards have already been planted, one in every county and two in many.

The policy of the Government with respect to Agricultural Societies has been continued. We have now in the Province 164 Agricultural Societies, with a membership of 8,450, subscribing about $12,000, which, with the Government's grant of $10,000, gives upwards of $22,000 expended by Societies in the improvement of live stock. In addition to this the Government has assumed the responsibility of directly importing a number of horses for breeding purposes, selected upon the advice of competent experts. For this purpose there has been expended in the last few years about $30,000. This policy will place the stock of the Province in a more creditable position and will meet with general approval.

EDUCATION.

The question of education, at all times one of the deepest interest to the people of Nova Scotia, has received the most careful attention, and in this, as in other matters, there is abundant evidence of progress and good government. The common school system has been maintained in all its efficiency. Care has been taken to bring to its development the best thought of modern educationists. Domestic science, manual training and consolidated schools have been adopted.

In addition, the policy of the Government has been to afford every possible opportunity for the maintaining of an efficient school in every section in the Province. Increased grants have been made to poor sections, greater powers have been conferred upon Inspectors in carrying out the law where local administration was inadequate and power has been taken under which regulations have been made with a view to carrying out the policy of the Government.

Provision has been made by which there is much reason to hope increased grants will shortly be paid to teachers. A pension scheme has been devised under which teachers who laboured long in the work will receive reasonable recognition in their declining years. Legislation has been passed authorizing the appointment of an Advisory Board of a representative character, which will bring the best educationists of the Province into close touch with the practical working of the public school system.

HUMANE INSTITUTIONS.

The humane institutions of our Province have for many years been conducted in a manner which demanded and received the highest marks of public approval. The record of recent years has maintained and extended the high character of these institutions. The Nova Scotia Hospital and the Victoria General Hospital continue their good work. Local hospitals, aided by the Government, have been established in a number of places. A Sanitarium for the treatment of consumption has been established at Kentville, an institution which marks Nova Scotia as a leader in the new movement for the treatment of this disease hitherto so dangerous.

ROADS AND BRIDGES.

In 1883 the Government assumed the responsibility of building the larger bridges of the Province. This policy was a wise one, for in no other way could the larger bridges have been so well or so cheaply constructed. There has been expended on the larger bridges of the Province up to the present $2,323,682, and to this extent the municipalities have been relieved of the burden formerly placed upon them in connection with roads and bridges. Since that time we have gone a step further in the direction of relieving the municipalities of the care and improvement of our highways. It was felt that any additional sum which could be appropriated for the improvement of our roads could be best utilized in the construction of a smaller class of bridges and since the adoption of this policy we have expended out of revenue $171,612, or an average during the past five years of $34,322 per year. During former years the repairing of our larger bridges was placed upon the municipalities. They have now been relieved of this, and during the past two years, we have expended for such repairs, $16,604. It will thus be seen that all sums expended in the construction of smaller bridges and in the maintenance and repair of larger bridges are direct contributions out of the revenue of the Province for the public highways.

We have made special appropriations for the construction of new roads. We have widely extended the use of road making machinery; first, by providing means for the purchase of the machines, and afterwards by making a special grant to be expended on work to be done entirely by machinery. In counties to which the machines are adapted that work has given the utmost satisfaction.

Having effectively dealt with the construction of permanent bridges, and taken over the care of all the smaller bridges, we at the same time have been devoting all the money available in aid of the roads, and by a system of special grants have been attending to the urgent needs of the various counties. We will continue to devote our attention to the important subject of improving the condition under which the public roads of the Province should be cared for, and I regard the subject of an improved system for the better-

ment of our highways as one deserving of the earliest attention of the next Legislature.

PUBLIC DEBT.

For a long time one of the principal cries of our opponents was that the public debt was being increased. Electors who are no longer young will recall the confident predictions of our opponents that the increase to the public debt would bring upon the Province the burdens of direct taxation.

May we not now invite these electors to compare the predictions of our opponents with the results of the policy which they condemned? The public debt undoubtedly has increased. What young country under circumstances like our own can carry on its public affairs and meet the needs of a growing time without some increase of public debt? The Government recognized the fact that some such increase of public debt was necessary if the Province was to keep up with the times and meet the needs of the people in relation to public works While our opponents treated any addition to the public debt as an evil, we asked the people to authorize us to make such reasonable increase as the public services might require, and as revenues would permit. The results of that policy are before the public, and I am persuaded that the intelligent and progressive people of our Province will prove their appreciation of the soundness of the policy pursued.

The public debt has been increased only to a moderate extent and for public purposes, the usefulness of which is now generally recognized. Against a large part of the debt there are substantial assets, so that the net debt of the Province is comparatively small. Increase of expenditure and increase of the debt have been so carefully guarded that they have only kept pace with the increased revenues which the financial policy of the Government has produced. Direct taxation, which our opponents so frequently predicted, has never come, nor is there any more prospect of its coming now than there was when our opponents raised the cry years ago. The whole financial policy of the Government can, with the utmost confidence, be submitted to the criticism of the most careful business men, who will not fail to see in it evidence of a careful administration which has safeguarded the treasury, secured liberal revenues, provided generous expenditures to meet the public needs, and placed the public credit of the Province in an enviable position in the financial world

A PROGRESSIVE POLICY.

Nova Scotia is a Province of great and diversified resources. While some of the sister Provinces may excel her in some special line, there is no Province in the Dominion which has greater or more varied sources of wealth. If we but have confidence in these resources, and apply ourselves intelligently and patiently to their development, there is no reason why our Province should not hold its own in the race with the sister Provinces. Our faith in the richness of Nova Scotia—of its soil, of its mines, of its forests, of its

fisheries—and in the intelligence of its people, has led us to the adoption of a progressive policy.

In the presence of the record, the leading points of which I have briefly referred to, I have the fullest assurance that when the moment arrives for them to express their judgment at the polls, the electors of Nova Scotia will place the seal of their approval on what has been done, and give to the Government and the party supporting it a renewal of confidence. We feel that we may rightly appeal, not only to the Liberals, but to Conservatives as well. We have every assurance that a large proportion of the best element of the Conservative party have viewed this policy with approval, and wish to have it extended.

This record of good government and progress has been made in the face of strong hostility from the opposition leaders. The legislation respecting the Whitney Syndicate, to which I have already referred, would never have existed if the views of these leaders had prevailed. The claim which the Province advanced in connection with the Eastern Extension Railway was opposed by the opposition, who could see no merit in it; yet an independent tribunal, presided over by a distinguished Ontario jurist, awarded the Government $671,000, which came into the Treasury of the Province. Our railway legislation, too, was often strongly attacked, and, even where this was not done directly we were indirectly assailed on account of it by the attacks on the additions to the public debt, without which the railways could not have been built. We submit that in all branches of the public service there is to be found abundant evidence of intelligent, careful and progressive legislation. Every proposed reform has been carefully inquired into and such legislation adopted as seemed to be necessary to keep pace with the advance of the times. Education has been liberally fostered, humane institutions have been handsomely supported, all reasonable temperance and moral legislation has been approved, agriculture has been encouraged, mining operations have been enormously developed, new enterprizes have been aided, railways have been built, common highways have been improved, the streams have been spanned by substantial permanent bridges, the statute book has been filled with valuable legislation adapted to the changing circumstances of the age. What more could have been done? It is hardly too much to say that there is nothing in the way of good government and progress, within the limits of our finances, which has not been accomplished by the present Administration.

I present this brief review of the record of the Liberal Government of Nova Scotia to the electors of the Province, irrespective of party, with the utmost confidence that that record deserves, and will receive, the approval of the people at the coming election.

I have the honour to be, Gentlemen,

Your obedient servant,

G. H. MURRAY.

HALIFAX, N. S., May 23rd, 1906.